

FOUNDED 1948 BY JOHN LYMAN  
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EDITOR NORMAN J. BROUWER

## CONTENTS OF THIS SUPPLEMENT

|  |   |
|--|---|
| IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1867..... | 1 |
| IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1866..... | 5 |
| LOG OF A TRIP TO NEW ZEALAND AND AUSTRALIA.....                | 8 |

### IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1867

Compiled by the Editor

|                    |   |                    |
|--------------------|---|--------------------|
| MAXIMA             | Palmer's Shipbuilding & Iron Co., Newcastle                 |                    |
| OPTIMA             | I Bark 499 Hutchinson & Co., London.                        |                    |
|                    | I Bark 499 Hutchinson & Co., London.                        |                    |
| HOPE               | Readhead, Softley & Co., South Shields                      |                    |
| 1882 REWA          | I Bark 454 J. Robinson, South Shields.                      |                    |
|                    | C. Bethell & Co., London.                                   |                    |
| TYNEMOUTH          | I Bark 318 Adamson & Co., North Shields.                    | wrecked c. 1869    |
|                    | Doxford, Sunderland   |                    |
| CICERO             | I Bark 499 Tully & Sons, Sunderland.                        |                    |
| IRVINE             | I Bark 611 D. Hunter, Ayr.                                  |                    |
| VICTORIA           | I Bark 670 Olano & Co., Bilbao.                             |                    |
|                    | Iliff, Mounsey & Co., Sunderland                            |                    |
| ALTAIR             | I Bark 399 R. Penney, Shoreham.                             |                    |
|                    | went missing 11 May 1895, Manila to Foochow                 |                    |
| INVICTA            | I Bark 386 Mears & Co., Sunderland.                         |                    |
| LYRA               | I Bark 399 Penney & Co., Shoreham.                          |                    |
| 1889 ERNA          | P. Poulsen, Nordby.   |                    |
|                    | wrecked on Antigua 26 June 1900, Nantes to Mujeres, Yucatan |                    |
|                    | still there, largely intact in 1927                         |                    |
|                    | T. R. Oswald, Sunderland                                    |                    |
| PAYTA              | I Bark 603 Turner & Co., Bristol.                           |                    |
|                    | went missing 15 Aug. 1892, Pisagua to Channel               |                    |
|                    | W. Pile & Co., Sunderland                                   |                    |
| CANARADZO          | I Bark 497 John Hay, Sunderland.                            |                    |
| HARMODIUS          | I Bark 490 Walker, London.                                  |                    |
| 1889 CHARLES & MAX | P. Lesourd fils, Sables d'Olonne                            |                    |
|                    | went missing Jan. 1905, Aruba to Ghent                      |                    |
| JUMNA              | I Ship 1048 J. Nourse, London.                              |                    |
|                    | went missing 21 Feb. 1899, Greenock to Montevideo           |                    |
| POONAH             | I Ship 1199 G. D. Tysen, London.                            |                    |
| QUEEN OF THE WEST  | I Bark 424 H. Ellis, London.                                |                    |
|                    | sunk in collision with DUNCOW May 1895                      |                    |
| WESTBURY           | I Bark 493 Walker & Co., London.                            |                    |
| 1904 MAI           | P. L. Spilling, Mandal.                                     | wrecked March 1907 |

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|                             |  |
|-----------------------------|--|
| CHARLOTTE YOUNG<br>FOXHOUND | Denton, Gray & Co., Hartlepool<br>I Bark 295 W. Young, West Hartlepool.<br>I Bark 476 Moon & Co., Sunderland.<br>converted to barge at Cardiff after grounding 1897                      |
| IRON KING                   | Huddert, Newport<br>I Ship 871 Mainland & Co., London.   |
| BACCHUS                     | Clover, Birkenhead<br>I Ship 1250 Fletcher & Co., Liverpool.<br>broken up in Holland 1903  |
| CHOLULA                     | I Ship 1066 Willis & Co., Liverpool.   |
| DUNNERDALE<br>CIMBRIA       |  |
| CAMBRIAN                    | Bowdler, Liverpool<br>I Ship 620 J. Walmsley, Liverpool.<br>sank after collision with ETOILE DU SUD at Valparaíso<br>6 Aug. 1888   |
| GLOBE                       | I Ship 736 Myers, Son & Co., Liverpool.  |
| MIRA FLORES                 | I Bark 500 W. Nicol, Liverpool.  |
| COMPADRE                    | R. & J. Evans & Co., Liverpool<br>I Ship 800 Iamay & Co., Liverpool.<br>wrecked on Auckland Is. 19 March 1891, Calcutta to<br>Talcahuano (attempting to make Bluff, N.Z., cargo on fire) |
| HARLECH CASTLE              | I Bark 600 Richards & Co., Liverpool.<br>wrecked near San Francisco 1 August 1869  |
| RHUDDLAN CASTLE             | I Bark 600 R. Mills & Co., Liverpool.  |
| BRITISH STATESMAN           | T. Royden & Son, Liverpool<br>I Ship 1262 British Shipowners Co., Liverpool.<br>wrecked in Hooghly River 1885  |
| LORD CANNING                | I Ship 1465 Farnworth, Liverpool.<br>hulked at Adelaide 1915. later employed at Fremantle.   |
| MARANDA                     | I Ship 1267 Farnworth & Co., Liverpool.  |
| LORD STRATHNAIRN            | I Ship 1262 Rankin & Co., Glasgow.   |
| SAINT MAGNUS                | I Ship 1262 Rankin & Co., Glasgow.   |
| SAINT MARNOCK               | I Ship 1258 Rankin & Co., Glasgow.   |
| BRITISH ADMIRAL             | Vernon, Liverpool<br>I Ship 1286 British Shipowners Co., Liverpool.<br>aband. in China Sea Feb. 1874, San Francisco to Calcutta  |
| LADY OF THE LUNE            | Lune Shipbuilding Co., Lancaster<br>I Bark 497   |
| STORMY PETREL               | Gurnock & Co., Liverpool.  |
| 1894 ORIENT                 | Andersen & Co., Bangkok.<br>condemned at Port Elizabeth and broken up 1896   |
| MICHAEL HUTCHINSON          | R. Williamson & Sons, Harrington<br>I Bark 687 Bell & Co., Liverpool.<br>burned off Cape Horn 5 Oct. 1891, Liverpool to Iquique  |



|                      |  |
|----------------------|--|
| ARDGOWAN             | Steele, Greenock   |
| 1902 AUGUSTE         | I Ship 1283 Adams & Co., Greenock.                                   |
| FLEETWOOD            | D. Heinrichs, Bremen. broken up 1907                                 |
| POMONA               | I Ship 630 Richardson & Co., Glasgow                                 |
|                      | I Ship 1196 J. & A. Allan, Glasgow.                                  |
|                      | foundered 9 Dec. 1902, London to Algoa Bay                           |
| IMUNCINA             | Dobie & Co., Port Glasgow  |
| 1892 REINA MARGARITA | I Bark 583 Donaldson Brothers, Glasgow.                              |
| 1900 REGINA          | D. Schiattino & P. Perfetti, Valparaiso.                             |
|                      | A. Gotusso, Genoa. wrecked 1907                                      |
| ELIZABETH FLEMING    | R. Duncan & Co., Port Glasgow  |
| HELEN BURNS          | I Ship 728 Henderson & Co., Glasgow.                                 |
|                      | I Ship 799 Albion Shipping Co., Glasgow.                             |
| ESTRELLA DE CHILE    | L. Hill & Co., Port Glasgow  |
|                      | I Bark 574 Gow & Co., Glasgow.                                       |
| RIVER GANGES         | Kirkpatrick, McIntyre & Co., Port Glasgow                            |
| 1894 ENRICA M.       | I Bark 662 Hargrove & Co., Liverpool.                                |
|                      | Moglia Brothers, Genoa.  |
|                      | burned at Pernambuco 16 July 1901                                    |
| CAIRNSMORE           | Reid, Port Glasgow   |
|                      | I Ship 975 Nicholson & Co., Liverpool.                               |
|                      | wrecked on Coast of Oregon 1883                                      |
| CORDELIA             | I Bark 598 Bowring & Co., Liverpool.                                 |
|                      | sunk by U-boat April 1917  |
| JAMES AIKIN          | I Ship 958 McDiarmaid, Liverpool.                                    |
| ERNST                | J. H. Nicolai, Brake.  |
|                      | foundered off Iquique 11 Oct. 1895                                   |
| HUMBOLDT             | A. Stephen & Son, Port Glasgow                                       |
| LEONOR               | I Ship 739 R. Sloman, Hamburg.                                       |
| BENVENUE             | Barclay, Curle & Co., Glasgow  |
|                      | I Ship 999 Watson Brothers, Glasgow.                                 |
|                      | wrecked at Timaru, N.Z. 14 May 1882                                  |
| BERKSHIRE            | I Bark 1526 G. Marshall, London.                                     |
| 1889 PACIFIQUE       | A. D. Bordes & fils, Dunkirk.  |
|                      | sunk in collision with S.S. ROMA 14 Oct. 1895, Shields to Valparaiso |
| CARNARVON CASTLE     | I Ship 1200 Currie & Co., London.                                    |
| 1900 NURNBERG        | Flugge, Johannsen & Lubinus, Hamburg.                                |
|                      | burned at sea 10 Jan. 1910, Lobos Is. to Antwerp                     |
| CITY OF DELHI        | I Ship 1199 Smith & Sons, Glasgow.                                   |
| 1900 AILSA           | abandoned 2 Jan. 1906, Ardrossan to Rio                              |
| CITY OF GLASGOW      | I Ship 1168 Smith & Sons, Glasgow.                                   |
| 1900 ALBANIA         | J. Johanson & Co., Christiania.                                      |
|                      | abandoned 17 May 1907, New Caledonia to Glasgow                      |
| DERWENT              | I Bark 599 W. H. Tindall, London.                                    |



|                  |  |
|------------------|--|
| CITY OF FLORENCE | C. Connell, Glasgow<br>I Ship 1200 Smith & Sons, Glasgow.<br>wrecked at Half Moon Bay, Calif. 20 April 1900,<br>Iquique to San Francisco     |
| CITY OF VENICE   | I Ship 1200 Smith & Sons, Glasgow.   |
| ULVA             | I Bark 499 J. Kelso, Glasgow.  |
| BALCAREY         | Dobie & Co., Glasgow<br>I Bark 499 D. & J. Sproat, Liverpool.  |
| ELLEN LAMB       | I Bark 499 Doward, Dickson & Co., Liverpool.   |
| GALLOVIDIAN      | I Bark 400 A. & J. Rae, Liverpool.   |
| MIAMI            | I Bark 498 Donaldson Brothers, Glasgow.<br>wrecked at Motte Bay, W.C.S.A. 1877   |
| RIVER BOYNE      | I Bark 499 Hargrove & Co., Liverpool.  |
| 1886 SIRIUS      | Williamson & Day, Hamburg.   |
| RIVER BOYNE      | reduced to barkentine 1907. hulk at Melbourne 1920's.<br>Melbourne-Geelong wool lighter 1951   |
| RIVER HOOGLY     | I Bark 499 Hargrove & Co., Liverpool.  |
| ABEONA           | W. Hamilton, Glasgow<br>I Ship 979 Allen & Sons, Glasgow.<br>lost on Thunderbolt Reef, Cape of Good Hope 4 Sept.<br>1900, Barry to Algoa Bay |
| LAKE CONSTANCE   | Kirkpatrick, McIntyre & Co., Glasgow<br>I Bark 500 Young & Co., Glasgow.<br>foundered c. 1873  |
| ANNE MAIN        | A. Stephen & Sons, Glasgow<br>I Bark 499 Skinner & Co., Glasgow.<br>wrecked at Gotos 24 Jan. 1896, Shanghai to Nagasaki                      |
| ANNIE STORY      | I Ship 591 R. G. Sharp, Liverpool.   |
| OLGA             | wrecked at Salador, Cadiz 3 March 1896, arriving from<br>Oporto  |
| GRACE GIBSON     | I Ship 540 Hewitt & Co., Liverpool.  |
| LIMARI           | I Bark 600 Loudon & Co., Liverpool.  |
| PACIFIC          | I Bark 429 W. Tremellen, Swansea.  |
| REI CHSTAG       | I Ship 737 R. Sloman, Hamburg.<br>went missing 1877, Newcastle on Tyne to Singapore  |
| ALBANY           | Brown, Dundee<br>I Bark 499 Taylor & Co., Dundee.<br>hulk at Adelaide 1949   |
| ALBA             | I Bark 282 Machan & Co., Dundee.   |
| HELEN            | I Bark 499 Taylor & Co., Dundee.   |
| SIDLAU           |  |
| AMELIA ROSS      | Scott, Inverkeithing<br>I Bark 383 Ross & Co., Inverkeithing.  |

CORRECTION - From Robert Burgess: "The vessel hulked at Bermuda after dis-  
masting was not the DUNCRAIG of 1870, but the DUNCRAIG built by Russell & Co.  
at Port Glasgow in 1881. DUNCRAIG was towed into St. Georges, Bermuda in  
March 1921 after dismasting while bound from Galveston to Buenos Aires with  
sulphur. In 1936 when I was in the 4-masted schooner DORIS HAMLIN we dis-  
charged our coal into her. She was in foul shape and leaking badly. A few  
years later she was towed to sea and sunk." (Supplement 6, page 8)



## IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1866

Compiled by the Editor

|                               |   |
|-------------------------------|---|
| LIZZIE LESLIE                 | Readhead, South Shields<br>I Bark 370 Turpie & Co., North Shields.  |
| DOROTHY THOMPSON              | W. Doxford & Son, Sunderland  |
| LOYAL SAM                     | I Bark 432 Tully, Sunderland.   |
| CANOPUS                       | I Bark 460 S. Johnston, Liverpool.  |
| RUNNYMEDE                     | wrecked at Corinto o. 30 Oct. 1897, New York to La  |
| TRINIDAD                      | I Bark 641 Jackson & Co., Liverpool. Libertad   |
|                               | I Bark 695 Olano & Co., Liverpool.  |
|                               | went missing 18 Feb. 1896, Newcastle, NSW to Caldera  |
| MAGNET                        | Haswell, Sunderland<br>I Bark 484 W. Ord, Jr., Sunderland.  |
| MERVYN                        | G. Moore & Co., Sunderland<br>I Bark 318<br>hulk on west coast of Africa  |
| DURHAM                        | T. R. Oswald, Sunderland<br>I Ship 998 Temperley & Co., London.<br>abandoned after dismasting off Cape Horn 1882  |
| ROMAN EMPIRE                  | Pile, Spence & Co., West Hartlepool<br>I Ship 1542 Duncan & Co., London.<br>went missing 29 July 1890, Liverpool to Mollendo                                  |
| CORA LINN                     | M. Pearse & Co., Stockton<br>I Bark 500 J. Wilson, Liverpool.<br>lost in Humber 13 Jan. 1876, arr. from China   |
| THE FOUNDLING                 | Bates, Hull<br>I Ship 1186 E. Bates, Liverpool.<br>abandoned 22 Nov. 1874, U.K. to Melbourne. Burned<br>out hulk drifted into Paranagua, Brazil 10 mos. later |
| BAIKAMAH                      | Humber Iron Works, Hull<br>I Ship 1378 E. Bates, Liverpool.<br>abandoned March 1914   |
| 1900 ODDERSJAA                |   |
| JAMSETJEE CURSETJEE BOTELEHOE | I Shp 1258 E. Bates, Liverpool.<br>wrecked on Sable Island, E. Indies 18 Nov. 1872  |
| THE PICTURE                   | I Ship 1377 E. Bates, Liverpool. lost 1869  |
| SUPERB                        | Green, London<br>I Ship 1866 R. & H. Green, London. broken up 1901  |
| GAINSBOROUGH                  | Lungley, London<br>I Ship 998 Merchant Shipping Co., London.<br>hulked at Seattle 1923. later barge. broken up at<br>Everett, Wash. Nov. 1950                 |
| DIAMOND HEAD                  |   |
| TALCA                         | Batchelor Brothers, Cardiff<br>I Bark 437 Cory Brothers, Cardiff.   |

Nevill, Llanelly  
 BLONDE I Bark 329 Llanelly Iron S. Co., Llanelly.  
 lost 1867, New York to Sligo  
 BRUNETTE I Bark 333 Llanelly Iron S. Co., Llanelly.  
 reduced to barkentine 1883. sunk in collision July  
 TOWY I Bark 324 Llanelly Iron S. Co. 1899  
 1895 ALFHEIM

Clover, Birkenhead  
 DALLAM TOWER I Ship 1499 Lancaster Shipowners Co., Lancaster.  
 wrecked at Probolingo, Java 18 April 1889, arr. from  
 Newcastle, NSW

Bowdler, Chaffer & Co., Liverpool  
 BELL HILL I Bark 500 J. Walmsley, Liverpool.  
 COLCHAGUA I Bark 597 J. Steel, Liverpool. lost 1883

R. & J. Evans & Co., Liverpool  
 ADELAIDE MARY I Bark 599 Coghill, Liverpool.  
 DON GUILLERMO I Bark 599 Ismay & Co., Liverpool.  
 EXPLODER I Ship 750 Ismay & Co., Liverpool.  
 SANTA LUCIA I Ship 642 Ismay & Co., Liverpool.  
 SEATOLLER I Bark 558 Gambles & Co., Liverpool.  
 wrecked on Staten Island July 1890  
 SYLHET I Bark 498 Richards & Co., Liverpool.

Hart & Sinnott, Liverpool  
 GAVIN STEEL I Ship 1072 Finlay & Co., Liverpool.  
 1869 COLDINGHAME  
 1897 FRIDTJOF BRYDE

T. Royden & Son, Liverpool  
 BRITISH CONSUL I Ship 1267 British Shipowners Co., Liverpool.  
 1881 MORIALTA  
 BRITISH ENVOY I Ship 1265 British Shipowners Co., Liverpool.  
 CHARLOTTE I Bark 590 Nelson & Co., Liverpool.  
 LADY BIRD I Bark 498 Geddes, Liverpool.

T. Vernon & Son, Liverpool  
 ACHILLES I Ship 1521 W. Dixon, Liverpool.  
 MARGRETHA abandoned in Atlantic 26 Aug. 1897, Port Augusta to  
 Antwerp  
 BRITISH FLAG I Ship 1285 British Shipowners Co., Liverpool.  
 lost Nov. 1872, New York to Liverpool  
 CAPE CLEAR I Ship 729 Myers & Co., Liverpool.  
 CORDILLERA I Ship 852 Myers, Sons & Co., Liverpool.  
 abandoned 8 Nov. 1897, Valparaiso to Caleta Buena  
 ESMERALDA I Ship 730 Iarrie & Co., Liverpool.  
 serving as English Bank Lightship, River Plate 1950  
 FLECHERO I Ship 730 Ismay & Co., Liverpool.  
 ORIENTE I Ship 595 Nicholson & Co., Liverpool.  
 VALPARAISO I Ship 730 Balfour & Co., Liverpool.



|                      |  |
|----------------------|--|
| WHITTINGTON          | Lancaster Shipbuilding Co., Lancaster<br>I Ship 970 Lancaster Shipowners Co., Lancaster.<br>went missing 8 Dec. 1879, Philadelphia to U.K.                                 |
| UNDERLEY             | Lune Shipbuilding Co., Lancaster<br>I Ship 1292 Lancaster Shipowners Co., Lancaster.<br>wrecked on Isle of Wight 26 Sept. 1871, London to<br>Melbourne                     |
| DORIGA               | Williamson, Harrington<br>I Bark 671 G. H. Fletcher, Harrington.<br>abandoned in Bay of Biscay 20 Jan, 1879, enroute<br>North Shields to Valparaiso                        |
| CITY OF ATHENS       | R. Steele, Greenock<br>I Ship 1199 Smith & Sons, Glasgow.<br>wrecked at Morant Bay, Jamaica 23 Nov. 1909,<br>Montevideo to Port Morgan                                     |
| ATHENA               |  |
| GRYPE                | I Ship 1128 Russell & Co., Greenock.<br>broken up at Genoa 1924  |
| SAVA                 |  |
| JANET COWAN          | I Ship 1278 Shankland & Co., Greenock.<br>abandoned off Cape Horn 17 April 1890  |
| RAVENSCRAG           | I Ship 1263 J. & A. Allan, Glasgow.<br>wrecked at Cape Chatte 27 Aug. 1907   |
| 1901 ARMENIA         |  |
| HELEN DENNY          | R. Duncan & Co., Port Glasgow<br>I Ship 728 Henderson & Co., Glasgow.<br>hulked 1913. at Wellington 1933. at Lyttleton 1935.<br>moved to Auckland 1945.                    |
| HOPEFUL              | Kirkpatrick, McIntyre & Co., Port Glasgow<br>I Bark 332 H. Stanes, London.   |
| RIVER AVON           | I Bark 499 Hargrove & Co., Liverpool.  |
| SALADO               | I Bark 442 Carmichael, Greenock.<br>wrecked nr. Port Talbot 28 Dec. 1891, arr. fm. Coosaw  |
| ANTIOPE              | Reid, Port Glasgow<br>I Ship 1443 Heap & Sons, Liverpool.<br>hulked at Beira 1921, after being damaged by fire   |
| BRITOMART            | I Bark 600 H. Bowring, Liverpool. wrecked 1881   |
| MARPESIA             | I Ship 1443 Heap & Sons, Liverpool.<br>burned in North Atlantic Dec. 1904  |
| THE BRUCE            | Aitken, Mansell & Co., Glasgow<br>I Ship 1200 W. & R. Wright, Liverpool.   |
| WEST POINT (barge)   | hulked after capsizing in New York Harbor on<br>18 Feb. 1891   |
| BELPORE              | Barclay, Curle & Co., Glasgow<br>I Ship 1200 W. Rome, Liverpool.<br>abandoned off Cape Horn 30 April 1896, Caleta Buena<br>to Ghent. later went ashore on Tristan d'Acunha |
| CITY OF SERINGAPATAM | I Ship 1190 Smith & Sons, Glasgow.<br>wrecked on Cape Verde 1876   |



|                |   |
|----------------|---|
| GLENIFFER      | Barclay, Curle & Co., Glasgow (cont.)                 |
| 1898 ANNY      | I Ship 800 J. & A. Allan, Glasgow.                    |
| SUSSEX         | I Bark 1341 G. Marshall, London.                      |
|                | stranded at Mombasa 11 April 1909                     |
| CITY OF VIENNA | Connell, Glasgow                                      |
| DUNSCORE       | I Ship 1000 Smith & Sons, Glasgow.                    |
| CARRICK        | abandoned off Cape Howe 22 Dec. 1896, after collision |
|                | with floating wreckage, Newcastle, NSW to Valparaiso  |
| GLENBERVIE     | I Ship 800 J. & A. Allan, Glasgow.                    |
|                | stranded on Manacles Jan. 1902                        |
| RIVER CLYDE    | Hedderwick & Co., Glasgow                             |
|                | I Bark 499 Hargrove & Co., Liverpool.                 |
| ESTRELLA       | wrecked at Halfmoon Bay, Belize 18 June 1896          |
|                | I Bark 499 Doward, Dickson & Co., Liverpool.          |
| MINERO         | Stephen, Glasgow                                      |
|                | I Bark 478 C. L. Claude, Valparaiso.                  |
| INDUS          | Rankin, Dumbarton                                     |
|                | I Ship 966 J. Nourse, London.                         |
| GLANRAFON      | Brown & Simpson, Dundee                               |
| GOLCONDA       | I Bark 499 Richardson & Co., Swansea.                 |
|                | I Bark 499 Richardson & Co., Swansea.                 |
|                | dismantled at Delagoa Bay May 1896                    |
| KENILWORTH     | Preston Iron Shipbuilding Co., Preston                |
|                | I Ship 701 R. Hickson, Liverpool.                     |
| CANDAHAR       | Harland & Wolff, Belfast                              |
| 1897 AIMEDIA   | I Ship 1418 T. & J. Brocklebank, Liverpool.           |
| TENASSERIM     | wrecked at Noumea 3 May 1905, arr. from Melbourne     |
| 1900 RYVINGEN  | I Ship 1419 T. & J. Brocklebank, Liverpool.           |
|                | wrecked at Table Bay May 1902                         |

## LOG OF A TRIP TO NEW ZEALAND AND AUSTRALIA BY THE EDITOR, 1981

March 14 - Left New York by plane 12:00 noon. Arrived Honolulu via Los Angeles, 11:00 P.M. local time (4:00 A.M. next morning New York time). Night at motel near Airport.

March 15 - Bus from Airport to FALLS OF CLYDE (not open until 10:00). Walk inland to look for breakfast, past Iolani Palace, Iolani Barracks, and other buildings dating from Monarchy. Back to FALLS at opening time, spend over hour on board. Ship is very nicely restored, but is developing some maintenance problems due to inadequate funding. Some yards from fore and jigger are down on deck, foc'sle head deck is badly rotted, and hull has some holes at aft end of tween-deck. Particularly interested in features dating from period as sailing tanker, unique (in surviving vessels) aft accommodations layout, and restored apprentice half deck. Windlass from four-masted schooner SETH PARKER on shore by gangway.



Walk along shore to Waikiki Beach. Visit military museum in Battery Randolph, Fort de Russy. Bus from Waikiki to Pearl Harbor. Film and exhibits at Visitor Center. Launch to U.S.S. ARIZONA Memorial. Photograph submarine BOWFIN near Visitor Center; proposed Museum, but not yet open. Bus to Iolani Palace. Take more slides of 19th century buildings, incl. 1840 Church, and mission buildings brought around Cape Horn in sailing ships. Return to FALLS OF CLYDE until closing time.

March 16/17 (International Date Line) - Fly from Honolulu to Auckland, New Zealand. Arrive 10:00 A.M. local time. Met by Capt. Colin Jessup and Dean Ellingham; both veterans of MOSHULU. Capt. Jessup was in several of the latter day Cape Horners. Lunch at Royal New Zealand Yacht Squadron. After lunch, photograph nearby graveyard of double-ended harbor ferries. MAKORA, KOREA, PRERGRINE and TAKAPUNA being stripped before burial in landfill. Further along the shore, a fifth vessel TOROA is being refurbished, apparently for a floating restaurant. Visit Harry Julian at tug company office on waterfront. Julian is member of the board of a proposed maritime museum to be located in the former Ferry Building. Search docks for preserved steam tug WILLIAM C. DALDY, with no success. Find instead aux. schooner TE AROHA (1909) completing refit to carry cargo and passengers between Auckland and Great Barrier Island. Complete tour by owner Tim Phipps. Visit Auckland Museum. Marine Room has figureheads from HAZEL CRAIG, WILLIAM MANSON, ALICE A. LEIGH and H.M.S. VIRAGO; some nice ship portraits and models; and nautical folk art. Large gallery in center of Museum houses three Maori lodges and a giant canoe, all profusely decorated with carvings. Visit boatyard to see JANE GIFFORD, former scow schooner now lighter, hauled out. Night at home of Dean Ellingham in Takapuna, overlooking entrance to Auckland Harbor, and Rangitoto Island beyond.

March 18 - Drive to Firth of Thames area east of Auckland with Dean and his Father-in-law. Father-in-law is son of the engineer who had charge of the EDWIN FOX when she was a refrigerating plant. His sister, who is still living, was born on the ship. Visit maritime museum in Paeroa. Victorian Post Office from Waitekauri has been moved to site to house exhibits. Paddlewheel tug KOPU (1897) has been hauled out of a nearby lagoon, where it had lain abandoned for many years. Hull is in poor condition, but all there. Paddlewheels, paddleboxes, boiler and stack are still there. Some parts of vessel are being preserved ashore temporarily. Steamer SETTLER (1905) has been restored, and serves as excursion vessel. Diesel tug/diving tender MANAWANUI (ex-New Zealand Navy, reportedly designed for U. S. Navy) recently acquired. Very active boat shop is restoring steam launches. Two are in the water, in immaculate condition. Four are being worked on, and another hull is waiting in storage. Begin pursuing leads to locate final resting place of Downeaster GUY C. GOSS. Find gravel plant where she was serving as a breakwater, but no sign of hull. GOSS burned to the waterline in 1930, and was apparently buried in extension of shoreline. Present breakwater is a composite hull, said to have been a mine-sweeper. The area is littered with remains of a wooden vessel. These include a timber windlass too small for the GOSS, and a fragment of main deck with one beam bearing the number 128913. Leave Auckland 7:30 P.M. on overnight train to Wellington.

March 19 - Arrive Wellington 8:30 A.M. Visit Harbour Board Museum. Excellent collection housed on two floors of former Port offices. Wellington contact, Jack Churchouse, Director of Museum, away sailing in youth-training schooner SPIRIT OF ADVENTURE. Photograph Wellington architecture. Victorian homes are similar to those in San Francisco, but have cast iron rather than wood gingerbread. Visit Alexander Turnbull Library, and Alexander Turnbull Library photo archives in separate location. Spend more time in Harbour Board Museum. Walk



through docks. Photograph former scow schooner SUCCESS, now serving as garbage lighter. Leave Wellington by bus 5:50 P.M. Arrive at Wanganui, on west coast of island around 9:30. Night at Rutland Hotel in Wanganui. March 20 - Rent car and drive to wreck of iron full-rigged ship HYDRABAD (blt. Port Glasgow, Scotland 1865. Went ashore June 24, 1878), on Waitarere Beach near Foxton. Hull is embedded in gray sand beach up to tweendeck. Plating survives badly corroded up to main deck. Around half the main deck beams survive along with one forward hatch and remains of masts, windlass bed and base angle iron for poop bulkhead. Fifteen miles to the north, visit second wreck; iron bark FUSILLIER (blt. Sunderland, England 1860. Went ashore Jan. 16, 1884). Hull now lies on inner side of high barrier sand dunes. Only portion of port quarter is currently exposed, including remains of steering gear. Returning to Wanganui, visit protestant church in Putiki with Maori interior. Search for wreck of steamer TE ANAU on Wanganui Breakwater (small deckhouse is now in Wellington Harbour Board Museum). Find only steam engine of later wreck. Visit local museum and talk to historian and wreck authority Don Cimino. Leave on 2:00 P.M. bus to Wellington. Arrive around 5:30. Leave Wellington on 6:40 ferry (M.V. ARANUI). Arrive Picton, South Island 10:00. Night at motel in Picton.

March 21 - Walk out past freezing plant. EDWIN FOX visible in distance, in Shakespeare Bay. Visit Picton Museum; small general collection with some whaling items. Photograph scow schooner ECHO, now ashore serving as private club. Rig restored with steel masts. Rent car and drive to hill above EDWIN FOX. Hike down to shore and take photographs. Impossible to board due to 15 foot wide channel between ship and shore, and lack of openings on inshore side. Return to Picton and rent boat with outboard motor. Board FOX through opening on offshore side, with no difficulty. EDWIN FOX, built at Sukeali, Bengal in 1853 is the last surviving vessel that brought immigrants, and on one occasion convicts, to Australia and New Zealand. A preservation effort begun in the 1960's appears to be moribund. Hull is complete except for the opening cut for access when she was in stationary use. It seems to be very solid, and is sheathed with both diagonal 1" firring and largely intact copper. Most deck planking is gone, and some beams, and hull is wide open to the elements. A cast iron pump well, and the rudder post are the only surviving fittings. A large timber windlass sitting in a parking lot in Picton is probably hers, but I found nobody who could confirm this. Night at motel in Picton.

March 22 - Leave Picton on 10:00 A.M. ferry (M.V. ARAMOANA). Arrive in Wellington 1:30 P.M. Taxi to Airport. Leave Wellington by plane 3:45. Arrive in Invercargill, at south end of South Island, via Christchurch and Dunedin, 7:45. Night at Railway Hotel, an Edwardian edifice across from the Invercargill Station.

March 23 - Leave Invercargill by plane 9:00 A.M. Arrive Oban, Stewart Island 9:30. Hire boat for trip to whaling station in Price's Inlet, formerly support facility for Larsen whaling operations in Antarctic. Bark OTHELLO, built at Fairhaven, Massachusetts in 1853 lies sunk in cove next to remains of station. Sternpost stands clear of water at all stages of tide. Stem and some of starboard side are exposed at low tide. Full outline of hull is visible through clear water, filled with wreckage covered by marine life. No sign of decks. Rudder appears to still be in place. Ruins of repair facilities are largely overgrown by bushes. On beach are remains of railway, parts of winches, abandoned propellers, and a boiler. Return to Oban and visit Museum. Exhibits deal mainly with whaling. One portrait of OTHELLO under sail, and watercolor of vessel as hulk. Forestry Service office has photos of base in operation.



Leave Stewart Island on 2:30 P.M. flight to Invercargill. Visit Invercargill Museum. Displays include figurehead of ENGLAND'S GLORY and scrimshaw collection. Taxi to head of Bluff Harbour to look for remains of whaler CHANCE reportedly lying there. Wreckage of a number of small vessels in a shallow cove, and one complete hull on nearby island, but latter is neither wood nor a former sailing vessel. Leave Invercargill by plane. Night at Warner's Hotel on central square in Christchurch.

March 24 - Walk around Christchurch in morning. Leave by plane 10:55 A.M. Arrive Melbourne, Australia 12:30 local time. Met by Des Hannaford of Ship-lovers Society of Victoria and POLLY WOODSIDE project. Drive to Port to see three-masted schooner ALMA DOEPAL, being refitted as youth training vessel. Work on hull and rig completed, except for yards on foremast and forward deckhouse. Living quarters for trainees still to be built. Steam tug WATTIE (1933) operated by local group lying just ahead of schooner. ALMA DOEPAL was built in New South Wales in 1903 to carry cargo, and was later converted to a motor vessel. Drive to POLLY WOODSIDE, iron bark built in Belfast, Ireland in 1885, now largely restored to original appearance. Living quarters forward and aft still to be re-created. Deckhouse from iron bark SHANDON (1883) on shore nearby, along with an exhibit containing other artifacts from vessels hulked here. Visit home of Joyce Lambert, who is storing figurehead of S.S. ROTOMAHANA in garage, and home of Joan Myer, owner of a cottage on Flinders Island we will be staying in. In evening visit home of Mr. & Mrs. Keith Macpherson to see slides of wreck of steel bark SVENOR (ex-CORRYVECHAN blt. Port Glasgow, Scotland 1885. Lost in 1914). Slides taken in 1962 show largely complete hull on sandy beach. Slides taken in late 1979 show hull gone forward of a small house under aft boatskids, and remains of stern approaching skeletal state. Trip to wreck on uninhabited west coast of Tasmania would require hiring plane to reach nearest sheltered cove, and at least a day of difficult hiking from there. Arrange for copies of a selection of the slides. Night at Hannaford home in Melbourne suburb.

March 25 - Leave Melbourne by plane with Des Hannaford 8:50 A.M. Arrive Hobart, Tasmania around 10:15. Rent car and visit Hobart harbour. Photograph restored ketch MAY QUEEN (1867) lying in slip but not open to public. Visit Maritime Museum. Extensive collection, including figureheads and models. In afternoon, drive to Prince of Wales Bay north of Hobart. Photograph former steam ferries EXCELLA and CARTELLA. Former, built in 1912, is being restored to original condition. Latter has been converted to diesel and is operating as an excursion vessel. Cross Derwent River east shore to see remains of iron bark OTAGO once commanded by Joseph Conrad. Hull, scrapped down to turn of bilge, is exposed in shallow water at low tide. OTAGO, built at Glasgow, Scotland in 1869, later served as a hulk at Hobart for many years. Return to Prince of Wales Bay to photograph abandoned steam dredge MACQUARIE. Night at bed & breakfast on Battery Point, Hobart.

March 26 - Drive east to Dunelly. Photograph bow of iron bark ALDEBERAN lying on beach near there. Also named CONCORDIA, for part of her career, this ship was built at Sunderland, England by T. R. Oswald in 1869, and later hulked at Hobart. A local farmer acquired her for use as a breakwater, but she has now completely disintegrated aft of the foc'sle head. Drive to Port Arthur, extensive ruins of penal settlement active 1830-1877. Buildings gutted by bush fires in 1890's. Grim British version of Devil's Island, but magnificent architecture created by convict labor. Follow coast to Orford, then return to Hobart by inland route, stopping at Buckland and Richmond to see Georgian buildings and oldest bridge in Tasmania. Night on Battery Point, Hobart.



March 27 - Photograph Victorian architecture on Battery Point, and Georgian Salamanca Place, also whale catcher CHEYNES II slated for preservation. Visit marine room of Hobart Museum, with figureheads of LADY FRANKLIN, ALADDIN, QUEEN OF THE SEAS and MARY WADLEY (??maritime museum also claims one from this ship??). Also shown storage area, with fiddlehead of SOUTHERN CROSS and unidentified figureheads. Drive south from Hobart, past 1870 shot tower at Tarooma. Photograph former three-masted scow schooner CATHKIT (Auckland 1912) lying sunk at closed carbide plant in Electra, and hull of iron steamboat LAURA (1873) at Woodbridge. Continue south to Dover, and return to Hobart over mountains. Dinner at Shipwrights' Arms, pub frequented by KAIULANI crew in 1941. Night on Battery Point, Hobart.

March 28 - Leave Hobart in small plane 9:00 A.M. Arrive on Flinders Island in Bass Strait around noon. Fly in over wreck of steel bark FARSUND, ex-CARADOG (blt. Sunderland, England 1891. Lost in 1912). Met by Joan Myer, and her husband and brother. In afternoon drive to wreck of iron ship CITY OF FOO-CHOW (blt. Glasgow, Scotland 1864. Lost in 1877), on northeast coast of Island. Only thing visible at this point is an iron lowermast standing in the surf, with the stump of a timber topmast, and remains of an iron yard. Visit home of Marge Virieux to see collection of wreck artifacts, and shell and stone collection. Night at cottage of Myers (converted former schoolhouse) near Whitemark, Flinders Island.

March 29 - Drive to Town of Lady Barren. Hire boat to go to wreck of FARSUND, lying in sand shoals off Vansittart Island. Photograph and board wreck, probably the best preserved sailing ship wreck in Australia. Hull is intact, but holed in many places. Main deck planking survives, somewhat hazardous to walk on. Half poop and foc'sle head survive, without planking. Forward deckhouse is still complete, with tile deck and remains of range and bins in galley, and base for donkey boiler in aft end. Bowsprit and catheads still in place. Remains of foredeck capstan, cargo winch, fiferails, hatches, boatskids and masts. Aft accommodations gone. In afternoon visit tiny Flinders Island Museum, mostly artifacts from shipwrecks. Night at cottage near Whitemark.

March 30 - Leave Flinders Island by plane 9:00 A.M. Arrive in Melbourne around 11:00. Resting up from travels. Night at Hannaford home.

March 31 - Leave Melbourne by car with Des Hannaford around 8:00 A.M. Arrive Port Adelaide 5:00 P.M. Enroute pass through Australian Gold Rush town of Ballarat, and stop at Murray Bridge to photograph Murray River sidewheel steamer OSCAR W. (1908), in temporary storage ashore. Night in back room of maritime library created by Keith Le Leu.

April 1 - By car and skiff with Des and Keith to ship graveyard in North Arm. Board iron bark SANTIAGO (blt. Methil, Scotland 1856). Hull, with full complement of deck beams, is remarkably intact. Some of her masts are lying in the shallow water alongside. Row to remains of a large wooden hull, believed to be the American six-masted schooner DOROTHY STERLING (later confirmed). Gone down to turn of bilge. Characteristic World War I Ferris-type hull construction with criss-cross diagonal steel strapping. Row past large group of metal hulls, some clearly former sailing ships, one with intact bow. Photograph small wooden steamer AMPHIBIOUS laid up nearby. Visit future site of maritime museum of National Trust of South Australia on point of land in Port Adelaide. Museum is to be based on large collection of artifacts and parts of vessels collected by Le Leu over the past 20 years. Site is currently marked by a steam winch, and the anchor that sank the SONGVAAR off Wardang Island in Spencer Gulf. Drive to Pelican Point to see hulk of steamer EXCELSIOR. Visit church building in which Keith is storing part of collection, and ketch ANNIE WATT (1870) stored on adjoining lot. Ketch is intact, except for rig, but in very poor condition.

(to be continued)